VOLUME 21—1987
Author Index

A

AHUJA, R. K., AND V. V. S. MURTY, *Exact and Heuristic Algorithms for the Optimum Communication Spanning Tree Problem*, 163–170
AKCELIK, R., AND D. C. BIGGS, *Acceleration Profile Models for Vehicles in Road Traffic*, 36–54
ANDREATTA, G., AND G. ROMANIN-JACUR, *Aircraft Flow Management under Congestion*, 249–253
ARDEKANI, SIAMAK, AND ROBERT HERMAN, *Urban Network-Wide Traffic Variables and Relations*, 1–16

B

BATTA, RAJAN, AND UDATTA S. PALEKAR, *Comment on "Network Median Problems with Continuously Distributed Demand"* (Technical Note), 217
BELOBABA, PETER P., *Airline Yield Management. An Overview of Seat Inventory Control* (Survey Paper), 63–73
BERMAN, ODED, AND GABRIEL Y. HANDLER, *Optimal Minimax Path of a Single Service Unit on a Network to Nonservice Destinations*, 115–122
—— R. C. LARSON AND C. PARKAN, *The Stochastic Queue p-Median problem*, 207–216
BIGGS, D. C., *see* AKCELIK AND BIGGS, 36–54

C

CHANG, GANG-LEN, *see* MAHMASSANI AND CHANG, 89–99
COHON, JARED L., *see* CURRENT, REVELLE AND COHON, 188–197
CRAINIC, TEODOR GABRIEL, *see* DEJAX AND CRAINIC, 227–248
CURRENT, JOHN R., CHARLES S. REVELLE AND JARED L. COHON, *The Median Shortest Path Problem: A Multiobjective Approach to Analyze Cost vs. Accessibility in the Design of Transportation Networks*, 188–197

D

DAGANZO, CARLOS F., *Increased Model Precision Can Reduce Accuracy*, 100–105
—— *Modeling Distribution Problems with Time Windows: Part I*, 171–179
—— *Modeling Distribution Problems with Time Windows. Part II: Two Customer Types*, 180–187
DEJAX, PIERRE J., AND TEODOR GABRIEL CRAINIC, *A Review of Empty Flows and Fleet Management Models in Freight Transportation* (Survey Paper), 227–248

F

FRIESZ, TERRY L., *see* SUWANSIRIKUL, FRIESZ AND TOBIN, 254–263

G

GHONEIM, NADIA S. A., AND S. C. WIRASINGHE, *Optimum Zone Configuration for Planned Urban Commuter Rail Lines*, 106–114
GLAZER, A., AND R. HASSIN, *Equilibrium Arrivals in Queues with Bulk Service at Scheduled Times*, 273–278

H

HALL, RANDOLPH W., *Passenger Delay in a Rapid Transit Station*, 279–292
HANDLER, GABRIEL Y., *see* BERMAN AND HANDLER, 115–122
HASSIN, R., *see* GLAZER AND HASSIN, 273–278
HERMAN, ROBERT, *see* ARDEKANI AND HERMAN, 1–16

J

JAIKUMAR, RAMCHANDRAN, AND MARIUS M. SOLOMON, *The Tug Fleet Size Problems for Barge Line Operations: A Polynomial Algorithm*, 264–272

K

KLINCEWICZ, JOHN G., AND HANAN LUSS, *A Dual-Based Algorithm for Multiproduct Uncapacitated Facility Location*, 198–206

L

LARSON, R. C., *see* BERMAN, LARSON AND PARKAN, 207–216
LUSS, HANAN, *see* KLINCEWICZ AND LUSS, 198–206

M

MAHMASSANI, HANI S., AND GANG-LEN CHANG, *On Boundedly Rational User Equilibrium in Transportation Systems*, 89–99
MIRCHANDANI, PITU B., *Generalized Hierarchical Facility Locations* (Technical Note), 123–125
—— AND HOSSEIN SOROUSH, *Generalized Traffic Equilibrium with Probabilistic Travel Times and Perceptions*, 133–152
MURTY, V. V. S., *see* AHUJA AND MURTY, 163–170

N

NEWELL, GORDON F., *The Morning Commute for Nonidentical Travelers*, 74–88

O

ÖZEKICI, SÜLEYMAN, *Waiting Time in Queues with Scheduled Batch Services*, 55–61

P

PALEKAR, UDATTA S., *see* BATTA AND PALEKAR, 217
PARKAN, C., *see* BERMAN, LARSON AND PARKAN, 207–216

R

REVELLE, CHARLES S., *see* CURRENT, REVELLE AND COHON, 188–197
ROMANIN-JACUR, G., *see* ANDREATTA AND ROMANIN-JACUR, 249–253

S

SOLOMON, MARIUS M., *see* JAIKUMAR AND SOLOMON, 264–272
SOROUSH, HOSSEIN, *see* MIRCHANDANI AND SOROUSH, 133–152
SUWANSIRIKUL, CHAISAK, TERRY L. FRIESZ AND ROGER L. TOBIN, *Equilibrium Decomposed Optimization: A Heuristic for the Continuous Equilibrium Network Design Problem*, 254–263

T

THOMPSON, GERALD L., *see* ZAWACK AND THOMPSON, 153–162
TOBIN, ROGER L., *see* SUWANSIRIKUL, FRIESZ AND TOBIN, 254–263
TRIETSCH, DAN, *A Family of Methods for Preliminary Highway Alignment*, 17–25
—— *Comprehensive Design of Highway Networks*, 26–35

W

WIRASINGHE, S. C., *see* GHONEIM AND WIRASINGHE, 106–114

Z

ZAWACK, DANIEL J., AND GERALD L. THOMPSON, *A Dynamic Space-Time Network Flow Model for City Traffic Congestion*, 153–162

Subject Index

A

Acceleration profile models, vehicles in road traffic, 36–54
Accuracy, reduction, in increasing model precision, 100–105
Aerial versus ground observations, urban network-wide traffic, 1–16
Aircraft flow management under congestion, 249–253
Airline yield management, overview of seat inventory control, 63–73
Algorithm
  aircraft flow management under congestion, 249–253
  continuous equilibrium, 254–263
  median shortest path problem, 188–197
  multiproduct uncapacitated facility location, 198–206
  optimal minimax path of single service unit on network to nonservice destinations, 115–122
  optimum communication spanning tree problem, 163–170
  polynomial, tug fleet size problem for barge line operations, 264–272
  traffic flows to minimize user travel time, 153–162
Approximation, increasing model precision and reduction of accuracy, 100–105
Arrivals, equilibrium, in queues with bulk service at scheduled times, 273–278

B

Barge line operations, tug fleet size problem for, polynomial algorithm, 264–272
Bibliographic section, 126–129, 218–222
Boundedly rational user equilibrium in transportation systems, 89–99
Bulk service queues, equilibrium arrivals in, at scheduled times, 273–278
Bus departure process, waiting time in queues with scheduled services, 55–61

C

City traffic congestion, dynamic space-time network flow model, 153–162
Cluster-first, route-second, time window problems, 171–179
Communication spanning tree problem, exact and heuristic algorithms for, 163–170
Continuous equilibrium network design problem, equilibrium decomposed optimization, 254–263
Curvature and alignment, highway, 17–25

D

Deceleration profiles, application to acceleration profile models, 36–54
Delay, passenger, in rapid transit station, 279–292
Discriminating service, two customer time windows, 180–187
Dual-based algorithm for multiproduct uncapacitated facility location, 198–206

E

Empty flows and fleet management models, freight transportation, review, 227–248
Equilibrium arrivals in queues with bulk service at scheduled times, 273–278
Equilibrium decomposed optimization, heuristic for continuous equilibrium network design problem, 254–263

F

Facility locations, generalized hierarchical, 123–125
Fleet management models, freight transportation, 227–248
Freight transportation, review of empty flows and fleet management models in, 227–248
Fuel consumption, dependence, on acceleration rate and profile, 36–54

G

Generalized hierarchical facility locations, 123–125
Generalized traffic equilibrium with probabilistic travel times and perceptions, 133–152

H

Heuristic flowchart, stochastic queue p-median problem, 207–216
Highway, alignment, preliminary, family of methods for, 17–25
  costs, approximating, 27–35
  networks, comprehensive design of, 26–35
Horizontal alignment, highway, costs, 17–25
Hypercube model, stochastic queue p-median problem, 207–216

L

Locations, facility, generalized hierarchical, 123–125

M

Median shortest path problem, multiobjective approach to analyze cost vs. accessibility in design of transportation networks, 188–197
Model
  acceleration, polynomial, 36–54
  aircraft flow management under congestion, 249–253
  dynamic space-time network flow, city traffic congestion, 153–162
  equilibrium decomposed optimization, 254–263
  fleet management, freight transportation, 227–248
  median shortest path problem, 188–197
  precision, increase, and accuracy reduction, 100–105
  seat inventory control, airlines, 63–73
  traffic equilibrium, 133–152
  travel behavioral, 133–152
  waiting time in queues with scheduled services, 55–61
Modeling distribution problems with time windows, 171–179
Morning commute, nonidentical travelers, 74–88
Multiple origins and multiple bottlenecks, boundedly rational user equilibrium, 89–99

N

Network
  cost vs. accessibility in design, multiobjective approach in analysis of, 188–197
  design, highway, 27–35
  flow model, dynamic space-time, city traffic congestion, 153–162
  optimal minimax path of single service unit on, to nonservice destinations, 115–122
"Network median problems with continuously distributed demand," comments on, 217
Nonidentical travelers, morning commute for, 74–88
Nonservice destinations, optimal minimax path of single service unit on network to, 115–122

O

Optimal minimax path of single service unit on network to nonservice destinations, 115–122
Optimization problem, highway, 17–25
Optimum communication spanning tree problem, exact and heuristic algorithms for, 163–170
Optimum zone configuration for planned urban commuter rail lines, 106–114

P

p-Median problem, stochastic queue, 207–216
Passenger
  delay, in rapid transit station, 279–292
  queue process, waiting time in queues with scheduled services, 55–61
Precision, model, increase, and reduction of accuracy, 100–105

R

Rail lines, planned urban commuter, optimum zone configuration, 106–114
Rapid transit station, passenger delay in, 279–292

S

Seat inventory control, airlines, 63–73
Shed lines, planned urban commuter rail lines, 106–114
Speed, flow, and concentration, urban network-wide traffic, 1–16
Station, rapid transit, passenger delay in, 279–292
Steiner points comprehensive design of highway networks, 27–35
Stochastic queue *p*-median problem, 207–216
Stratified service, two customer time windows, 180–187

T

Time periods, time windows and, 171–179
Time windows, modeling distribution problems with, 171–179, 180–187
Time-dependent tolls, morning commute, nonidentical travelers, 74–88
Traffic
  equilibrium, generalized, with probabilistic travel times and perceptions, 133–152
  variables, urban network-wide, 1–16
Travelers, nonidentical, morning commute, 74–88
Tree, optimum communication spanning, 163–170
Tug fleet size problem for barge line operations, polynomial algorithm, 264–272
Two customer types, time windows, 180–187

U

Uncapacitated facility location, multiproduct, dual-based algorithm for, 198–206
Urban commuter rail lines, planned, optimum zone configuration for, 106–114
Urban network-wide traffic variables, their relations, 1–16
User equilibrium, boundedly rational, transportation systems, 89–99

V

Vehicles, fraction stopped and concentration, urban network-wide variables, 1–16
Vertical alignment, highway, costs, f7–25

W

Waiting time, average, in queues with scheduled batch services, 55–61
Work start times, nonidentical, boundedly rational user equilibrium, 89–99